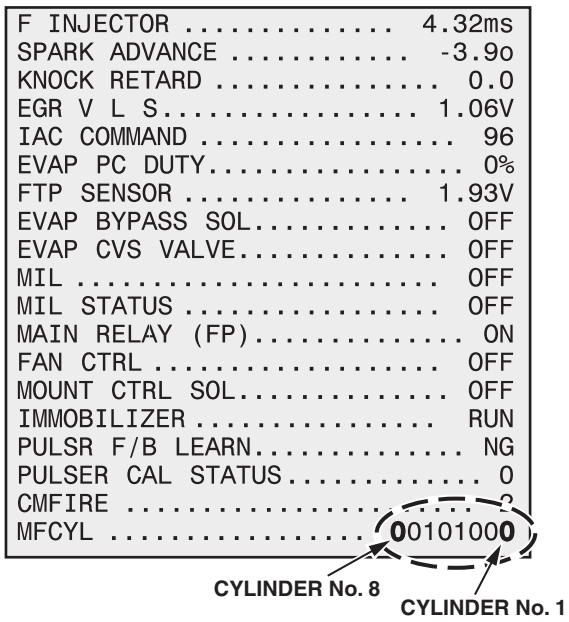
HONDA ServiceNews July 2002

Use PGM Tester to Narrow Down Multiple Misfire DTCs

On '01–02 Accords, '01–02 Odysseys, and '03 Pilots, multiple misfire DTCs can set if the crankshaft speed changes because of the loss of one or more cylinders. The good news is you can use your PGM Tester, with SN300 or later software, to determine which cylinder(s) is misfiring.

Here's how to use the misfire counter in the PGM Tester software:

1. Connect your PGM Tester to the 16P data link connector (DLC).
2. Turn on the PGM Tester, navigate to the **ENGINE DATA LIST**, and look for **MFCYL**. This entry has eight zeros; each zero represents a cylinder. No. 1 cylinder is the zero on the *far right*; No. 8 cylinder is the zero on the *far left*.
3. Drive the vehicle using the freeze data parameters, and watch the zeros on the display. If a zero changes to a 1, that cylinder is misfiring. For example: If the 4th and 6th zeros *from the right* change to 1s, the No.4 and No. 6 cylinders are misfiring, as shown below.



VTM-4 In-Warranty Exchange Program Cancelled

The Honda VTM-4 Rear Differential In-Warranty Exchange Program has been cancelled. S/B 02-030 and the reman return forms have been removed from ISIS. If you need to replace a rear differential, order a new one.

Check ISIS Often for Latest Service Publications

Well, we've been officially "paperless" for just about a month now. Have you been checking ISIS for new and revised pubs? You really should be. Although you're *not seeing* stacks of paper documents anymore, we're still publishing lots of stuff, electronically, on ISIS.

Get yourself into the habit of periodically checking the **WHAT'S NEW** screen in ISIS. When you click on **What's in ISIS so far**, you'll see everything that's been loaded into ISIS to date. Click on one of the monthly mailing summaries, and you'll see a complete listing of the service pubs loaded onto ISIS for that month (job aids, service bulletins, accessory installation instructions, newsletters, etc.). It even shows you which pubs were revised. And if you want a hard copy, it's just a few clicks away.

The great thing about ISIS is you *don't* have to rely on "snail mail" to get important service info. All approved service pubs are loaded onto ISIS and available for viewing by Tuesday of each week. And the current monthly mailing summary is updated weekly, too. So if you get into the habit of checking the current monthly mailing summary in ISIS every Tuesday, you'll see the latest service pubs released.

Fuel Gauge Slow to Read FULL: '01–02 Civic

The '01–02 Civic is designed to be refueled with the ignition switch turned to LOCK (0). This puts the fuel gauge CPU in the "fill mode." In this mode, the fuel gauge updates instantly when you turn the ignition switch to ON (II).

If you refuel the vehicle with the ignition switch turned to ON (II), the fuel gauge CPU is in the "drive mode." In this mode, the fuel gauge needle movement is dampened by raising the needle one graduation every 60 seconds. In the "drive mode," the fuel gauge can take **20 minutes or longer** to read FULL.

The fuel gauge is put into the "drive mode" if you take any of these actions when refueling:

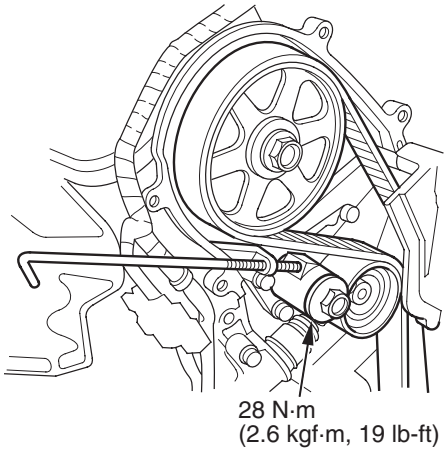
- Turn the ignition switch to ON (II).
- Leave the engine running.
- Turn the ignition switch to ON (II), start refueling, then turn the switch to LOCK (0).
- Turn the ignition switch to LOCK (0), start refueling, then turn the switch to ON (II).

Torque Spec Missing for Timing Belt Tensioner Bolt

NOTE: This article applies to the 1998–02 Accord V6 Supplement, 1998–03 Odyssey S/M, and the 2003 Pilot S/M.

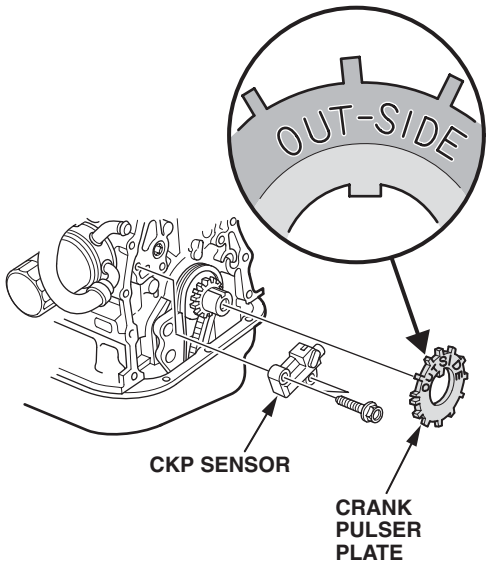
The S/M *doesn't* list the bolt torque for the timing belt tensioner bolt.

When replacing or adjusting a timing belt, torque the tensioner bolt to **28 N·m (2.6 kgf·m, 19 lb-ft).**



DTC P0336 Sets After Engine Repairs

On '02 CR-Vs and '03 Civic 3-doors, if you're reinstalling the crank pulser plate, make sure you do it with the side marked **OUT-SIDE** toward the outside of the engine. If you install the plate facing the other way, the MIL will come on and DTC P0336 (CKP sensor intermittent interruption) will set. Refer to section 6 of the appropriate S/M for additional info.



Use a Smoke Generator for Repeat DTCs P1456, P1457

If DTC P1456 [EVAP control system leakage (fuel tank system)] or DTC P1457 [EVAP control system leakage (EVAP canister system)] comes back after you've done the procedure in S/B 02-007, *EVAP System Function Testing and Diagnostics With the PGM Tester*, found under Fuel and Emissions, try using a LeakMaster smoke generator.

The smoke generator first applies pressure to the EVAP system. If the system is leaking, the smoke generator fills the canister, the hoses, and the fuel tank with smoke that will lead you to the source of the EVAP system leak.

You can borrow a LeakMaster smoke generator by calling the Special Tools Loan Program facilitator, American Kowa Seiki, at **800-824-9655**.

DTC P0740 Set? Check for Contaminated Solenoids

If you're servicing a '02 Civic with A/T, and DTC P0740 (problem in lock-up control system) is set, check for contaminated solenoids before you replace the A/T (see page 14-69 of the 2001–02 Civic S/M.) If the torque converter clutch solenoid valve or the A/T clutch pressure solenoid valves A and B are contaminated, replace them.

Honda Transmission Manufacturing's Market Quality department analyzed 12 A/Ts that were replaced for this DTC. Here's what they found:

- 11 of the 12 A/Ts had contaminated solenoids
- After replacing the torque converter clutch solenoid valve and the A/T clutch pressure control solenoid valves A and B on all 12 A/Ts, only one had a comeback for DTC P0740.

Premature Rear Tire Wear: ’00–02 S2000

If you’re getting complaints of premature rear tire wear from owners of ’00–02 S2000s, refer them to the owner’s manual, which states:

“The tires that came with your car were designed and constructed to provide superior grip during acceleration, braking, and cornering. As a tradeoff, they will wear more rapidly than tires used on ordinary passenger cars. Because of the car’s weight distribution, and the fact that they are the driving wheels, you may expect the rear tires to wear more rapidly than the front tires.”

If the S2000 is driven hard, it’s normal to have outside rib wear and cupping on the outside of both front tires.

To get the most mileage from the rear tires, here are a few tips to follow:

- When replacing worn rear tires, replace both tires at the same time; this prevents pulling and drifting.
- Make sure you check the wheel alignment.
- Make sure your customer knows the benefits of proper tire inflation. Honda tires should *always* be set to the cold inflation pressures listed on the doorjamb sticker. For the S2000, the front and rear tires should be inflated to **32 psi**.

Gauge Needle Shakes When Cycling Ignition Switch

As part of a gauge assembly reset procedure on ’01–02 Civics and ’02 CR-Vs, some speedometer, tachometer, fuel, and coolant temperature gauges shake when you turn the ignition switch from LOCK(0) to ON (II) to LOCK (0). This is a normal characteristic of these vehicles. *Don’t* bother replacing the gauge assembly.

Low Fuel Indicator On With 5 Gallons Left in Tank

On ’01–02 Civics, the low fuel indicator can come on with 5 gallons of fuel left in the fuel tank. So it’s common for the 13.2-gallon tank to take 8 gallons of fuel to refill it. Fuel slosh when braking, cornering, and accelerating can cause the indicator to come on earlier. When the indicator comes on, the low fuel indicator circuit “latches” and the indicator stays on until the ignition switch is cycled or the fuel tank is refilled.

Use the Right Civic S/M for the Job

New Civic S/Ms have sprouted up in the last few years, and it’s getting a little hard to tell them apart. It’s important to know which manual or manuals apply to the model you’re working on so you can fix the vehicle right the first time. Here’s a handy chart to keep all this straight:

Model Year	Model	Use Publication Number(s)
2001–02	Civic Sedan	61S5A03
2001–02	Civic Coupe Supplement	61S5A03 61S5A05
2001–02	Civic GX Supplement	61S5A02 61S5A03
2002	Civic Si	61S5T00
2003	Civic Hybrid	61S5B00

Don’t Repair SRS Harnesses

Some SRS wires *aren’t* wrapped in that familiar yellow harness covering; but that *doesn’t* mean you should treat them any differently than other SRS wires and harnesses.

Never try to modify, splice, or repair SRS wiring. If there’s an open circuit or damage to SRS wiring or connectors, replace the harness.

1 MΩ or More: What Does It Really Mean?

When you’re using the S/M to troubleshoot the SRS, and the text says “there should be 1 MΩ (one million ohms or megaohm) or more,” your ohmmeter should display the same open circuit reading you’d get if you grasped both leads by their plastic grips and held them in the air.

Correct the ATF Filter Article

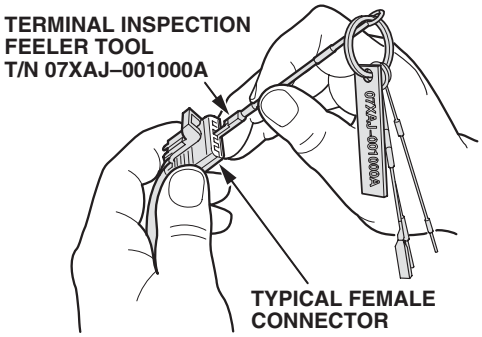
In the June ’02 issue of *ServiceNews*, we gave you some wrong info in the article “Replacement ATF Filters Now Available.” Call the Reman ATR Order Desk *only* to order a replacement ATF filter kit. The kit contains the ATF filter, hoses, lines, and washers. If you need just the replacement ATF filter, order it through normal parts ordering channels.

Update the Anti-Theft Radio Serial Number Article

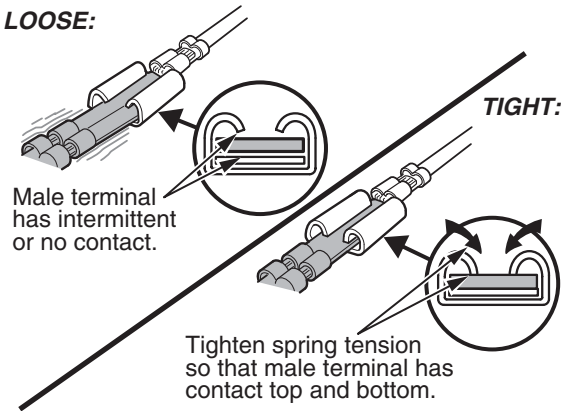
In the March '02 issue of *ServiceNews*, we told you how to display the anti-theft radio serial number in '01–02 Accord EXs, '01–02 Civic EXs, and '02 CR-Vs (see the article "Displaying the Anti-Theft Radio Serial Number"). Newsflash! This procedure also applies to '02 S2000s and '03 Pilot EXs. Make a note to yourself in the article to include '02 S2000s and '03 Pilot EXs.

Use Feeler Tool Set to Check for Loose Terminal Pins

Loose terminal pins can cause a number of intermittent problems in electrical circuits. By using the Terminal Inspection Feeler Tool Set (T/N 07XAJ-001000A, H/C 7198518) you can compare the terminal fit between the male and female connectors without removing the terminal from the connector body. If the set *doesn't* have the correct terminal tool, remove the female terminal, and drag it over the male terminal. By testing terminal tension, you can quickly determine which female terminal is too loose and needs to be tightened or replaced.



After you've identified a loose terminal pin with the feeler tool set, remove the loose pin from the connector body, and carefully increase the female spring tension. *Never* twist the male terminal. Twisting reduces the terminal contact area, which can cause the connector to overheat and possibly cause a fire.



New Software for PGM Tester: SN300S

The latest PGM Tester software version SN300S (6/14/02) was sent to your service manager on the July Interactive Network CD. To load the software into your PGM Tester, use your 8MB program card and the normal updating procedure (see the article "How to Install PGM Tester Software" in the October '98 issue of *ServiceNews*). Here's some important info on SN300S:

- On '03 Civic Hybrids, software bugs for the IMA system have been fixed.
- All previous models are now included.

When updating your PGM Tester software, here are a few tips to remember:

- *Always* use the most current CD. Your parts department usually gets it first. It's then loaded into the master computer and branched out to your designated workstations.
- Use a workstation when updating the program card, *not* the master computer. And make sure the workstation was updated using the Honda Interactive Network (*i*N) Version 2.0 from the master computer.
- Use your dedicated blue PC Interface Cable (P/N 02002832) and the AC/DC power supply (P/N VET-02002426) that connects between the work station and the PGM Tester. To give other work stations the ability to update, additional cables and power supplies can be ordered through the Honda Tool and Equipment Program at **888-424-6857**.

For information about updating on the *i*N or for general CD questions, call the Interactive Network support center at **800-245-4343**. For information on vehicle systems or PGM Tester usage, call Special Tools at **800-346-6327**. For warranty policy inquiries, call Warranty at **310-783-3240**.

HONDA ServiceNews

©2002 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION THROUGH
National Institute for AUTOMOTIVE SERVICE EXCELLENCE

ASN 23961(0207)